VISUAL ANALYSIS STUDY

FOR THE

ROBNETT PROPERTY

TPM 20726 RPL^3

ENVIRONMENTAL LOG NO. 03-20-001

OCTOBER 26, 2004

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TABLE OF CONTENTS

1.0 INTRODUCTION

This is a visual site assessment for Tentative Parcel Map 20726RPL being processed by Mr. Robnett who owns the property and is subdividing the land to create four parcels plus a remainder parcel. The County of San Diego, Department of Planning and Land Use, has requested a visual site assessment described in their Attachment "F" in a letter dated April 29, 2004. In the letter they have identified the following basis for requiring a Visual Assessment of the project:

- Earthwork cut volumes of 111,142 Cubic Yards
- Net export of 97,735 Cubic Yards
- Project slope has an average slope of 25 percent
- Grading is proposed for private roads

It should be noted that the earthwork volumes have since been reduced due to modifications to the grading design. Based on these modifications, the revised earthwork quantities are estimated to be as follows:

- Earthwork cut volumes of 38,446 Cubic Yards
- Earthwork fill volumes of 38,446 Cubic Yards
- Net export of 0 Cubic Yards

The prime objective of the visual assessment identified in the County's letter is to analyze the viewshed into the project from existing communities and roads; therefore, viewsheds were primarily analyzed from key observation points along Honey Springs Road and developed areas that could be impacted by the proposed development.

This project is a minor subdivision of 85.91 gross acres into 4 residential parcels ranging from 10.66 to 20.56 acres net with a remainder parcel of 24.14 acres net. This subdivision is situated in the southern portion of San Diego County along the foothills near the Community of Jamul in East San Diego County. It is located on Honey Springs Road approximately ¼ mile south of Deerhorn Valley Road.

2.0 PROJECT DESCRIPTION

The project site is located on the north-facing slope of an unnamed peak north of Mother Grundy Peak in San Diego County and is generally south of Honey Springs Road. This area has an established heavily wooded oak woodland plant community punctuated by a protrusion of granite boulder outcrops on slopes generally steeper than 25 percent. Five vegetative types dominate the project site; southern coast live oak riparian forest, coast live oak, woodland, coastal sage scrub, southern mixed chaparral and developed habitat has been identified.

There is only one access road planned for this minor development located on Honey Springs Road. This is a common access road that is to be constructed roughly parallel to Honey Springs Road. This roadway will include short driveways to the four future individual development pads locations.

There is a small a ridge that exists between the proposed lots and Honey Springs Road that will provide some visual screening of the pad areas to the south. Review of the maps and site visits indicate that the project site will not be visible from any developed communities to the north and east and possibly only minor impacts from low-density development to the west. As the project is backed up to an unnamed hill with slopes greater than 25 percent and an even taller peak called Mother Grundy Peak to the south there is no development potential to the south of the project. Generally this project site has very limited exposure from development from any direction.

Based on this primary information, a Visual Assessment of the project was conducted to evaluate the Visual Impacts from the initial grading and the ultimate development of the project with an access road, pads and residences. The primary viewshed is from Honey Springs Road, which are limited vistas into the project due to the topography and existing vegetative cover. Considering the 45 mph speed limit and the gentle curves approaching the site from this viewshed, the view duration will be of a limited duration. The property cannot be viewed from developed areas to the east; therefore the primary analysis will be of the viewsheds along Honey Springs Road and the viewshed into the project from the west where there are limited views into the development from low-density residential development.

A review of the County of San Diego's Scenic Highway Element lists Honey Springs Road from Route 94 to Lyons Valley Road as a third priority scenic route. To qualify as a scenic route in the County of San Diego this roadway has to meet two or more of the following requirements:

Scenic Route Criteria

All routes to be part of the Scenic Highway Network and shown on the Scenic Highway System Map must meet two of more of the following criteria:

a. Appear on the State Master Plan of Scenic Highways.

b. Provide access to major recreation areas and areas containing recognized scenic and historic sites.
c. Connect major recreation, scenic, and historic areas.
d. Are designated as recreational parkways on the Circulation Element of the General Plan.
e. Are extensions of routes shown on scenic highway elements of City plans, considered to be of countywide interest.
f. Are entry routes to the County.

Considering that Honey Springs Road could be used as an access to the Cleveland National Forest to the east and connects to historic places to the north and south, it is understandable how Honey Springs Road was listed as a third priority scenic highway.

To evaluate the visual impacts four Key Observation Points (KOP) were chosen and photographed at approximately 5 feet above the roadway. Cross sections were prepared from each of the KOPs (See section 13) to determine the views from the roadway.

- KOP "A" is located about 700 feet west of the proposed access road.

- KOP "B" is located near the proposed access road.

- KOP "C" is 450 feet east of the proposed access road.

- KOP "D" about 1300 feet to the east of the proposed access road.

On the ground reconnaissance of the site and review of topographic maps indicated that these KOP would representative of the critical views into the development. Following the identification of the KOPs cross-sections were developed (See section 13) to determine the line of site and where the visual shadows were located.

3.0 GENERAL DISCUSSION OF VISUAL ASSESSMENT ANALYSIS

A Visual Assessment Analysis goes beyond whether a project is visible or not. Projects can easily be visible and still be in harmony in the landscape. Therefore, the goal in this study is to evaluate the projects visual qualities. This involves considering a project's *intactness* and whether it has an appropriate setting considering its *relative size or scale* within the landscape. In order for sites to have a low visual impact they must have a minimal visual contrast, and be appropriately scaled within the landscape.

In considering such visual impacts it is imperative to evaluate a project for contrast and the distance from where the landscape is viewed to determine its *scenic quality.* In addition, such qualities as its scale and its intactness and *vividness* of the project site need to be considered.

To accomplish these objectives site visits were made, photographs were taken and cross sections of the graded project were developed to evaluate the visual impacts caused by this project. In addition to these initial KOPs, 5 additional KOPs were chosen with KOP "F" as viewed from the existing residence and the others looking north toward Honey Springs Road.

4.0- EVALUATION OF KOPS

The view was taken at an elevation of 5 feet above the existing terrain and that any future building would be less than 30 feet in height. Visual Assessment sheet 1 of 2 (See section 13) is the plan location of the KOPs and illustrates the location of cross sections used in this evaluation. Sheet 2 of 2 (See section 13) illustrates the cross sections from the KOPs locating the visual shadow caused by either existing topography or created by the site grading.

KOP "A", there will be no grading visible from this KOP site as there is a small existing ridge that will obscure any grading of the project and any expected structures to a height of at least 30 feet.

KOP "B" the north facing slope of the proposed access road will be exposed; however, this grading will also create a visual shadow for the remainder of the viewshed in the middle ground and background. This site will have slight visual impact caused by contrast of the grading activity during construction with the foliage in the foreground and background and the recently graded slopes. A recommended mitigation measure will be proposed to decrease the visual contrast and to improve the unity of the site by decreasing the contrast in this viewshed.

KOP "C" portions of the north facing slopes of the proposed access road will visible from Honey Springs Road and will create visual contrast in the middle ground.

KOP "D" short sections of access road will be visible. To fully analyze the visual impacts this KOP was divided into two sections. Section "D-1" and "D-2". From "D-1" there will be no visual impacts as the project because the project will not be visible from Honey Springs Road from this KOP in this direction. From section "D-2" there will be short sections of proposed access road visible.

KOP "E" mature oak tree forest canopy will obscure any views from this KOP. No further analysis from this KOP is necessary.

KOP "F" is taken from the existing residence and there is no visual impact from this KOP as this area is completely surrounded by mature oaks.

KOP "G" will have only minor visual impacts created by contrast of grading of the access road.

KOP "H" this observation point to the north has very limited views of Honey Springs Road. Portions of the proposed access road slopes will be visible and have temporary visual contrast caused by road building activities.

KOP "I" is located within the site and has vistas of much of the grading activities, and has very limited views of Honey Springs Road.

Generally, views into the middle ground will be very limited and the visual contrast will occur early in the project with the grading operations and will exist until slopes are vegetated and the contrast is minimized.

To further consider the impacts from vehicular traffic eastbound and west bound from which this site will be viewed, an estimate was made of the duration of view (see KOP "A" for the section of roadway being considered). At 45 miles per hour the view into the project will be 11 seconds. The westbound impacts will be less than 5 seconds as the viewshed is very narrow and the road has gentle curves minimizing the visual impacts into the site.

5.0- VISUAL IMPACT MITIGATION MEASURES

Considering the relative large size of the lots and small development potential, impacts are considered insignificant on the project. The project will fit into the landscape and will not have a sharp visual contrast. This project will be an appropriate fit for the landscape. After planting has become established, the visual impacts of this project will be minimal and insignificant. In order to reduce the visual impacts, slope planting with low maintenance drought tolerant plants on the access road cuts and fills and on the building pad slopes will provide an additional mitigation. It is also recognized that current stormwater requirements from the County of San Diego will require the stabilization of the cut and fill slopes. This recommendation would be consistent with these requirements.

6.0- RECOMMENDED PLANTING LIST

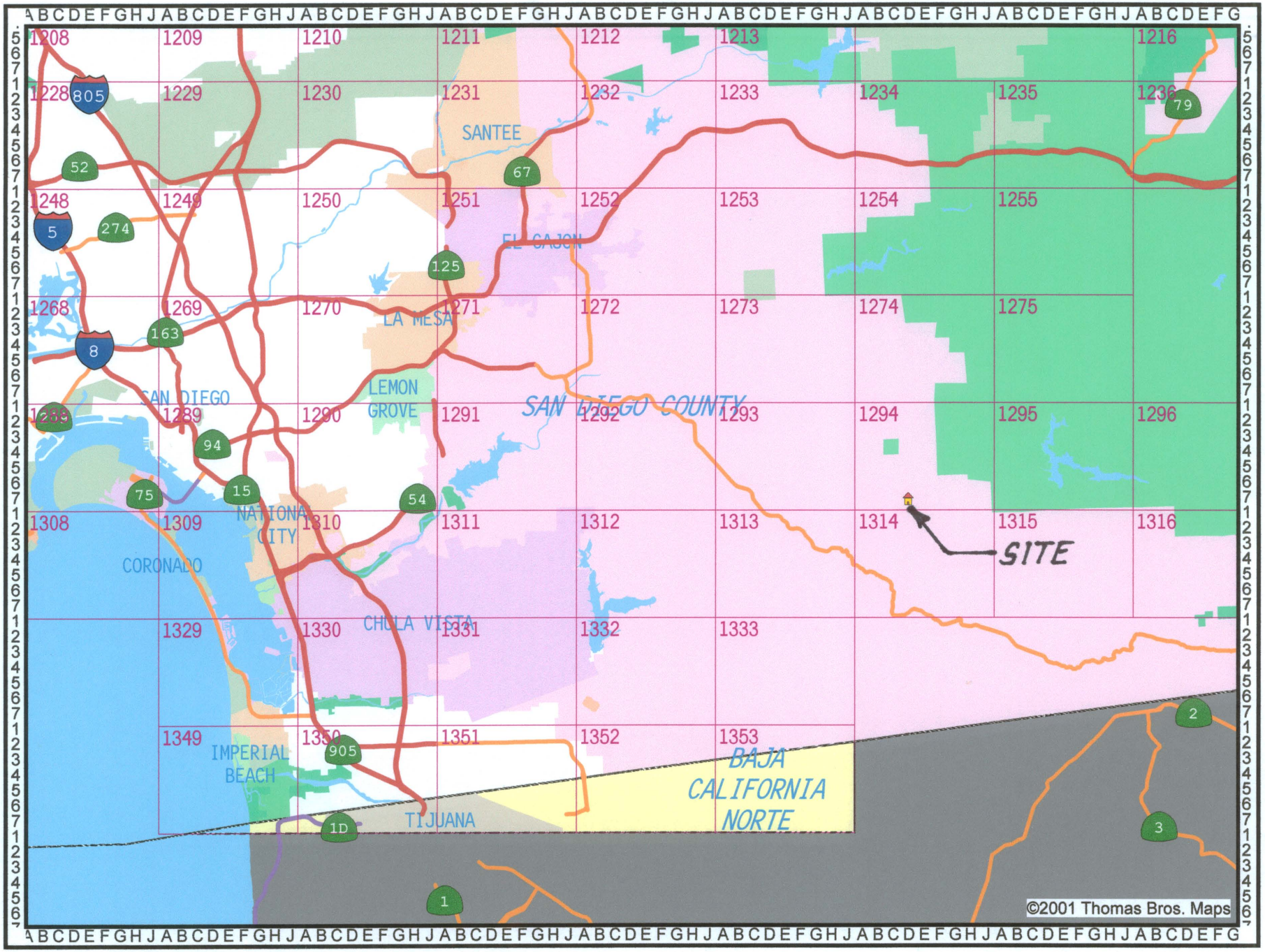
The primary impact of this project that will affect the visual quality of the area is visual contrast caused by grading activity and loss of plant cover, which will have the same effect. For this reason it is recommended that the roads and pad slopes be seeded promptly with a hydromulch mix. Hydromulch is recommended as the seed will be applied with an organic binder that will knit the soil surface until the plants germinate. Hydromulch also has the added benefit of having a greenish cast will provide immediate decrease of the soil contrast caused by the grading activity.

The following is a recommended seed list to meet fire requirements, erosion control and to minimize the visual impacts from the development of these parcels. This should be applied in a hydromulch mix with a tackifier, fertilizer and at the rate of 24 pounds per acre.

Hydromulch Seed Mix

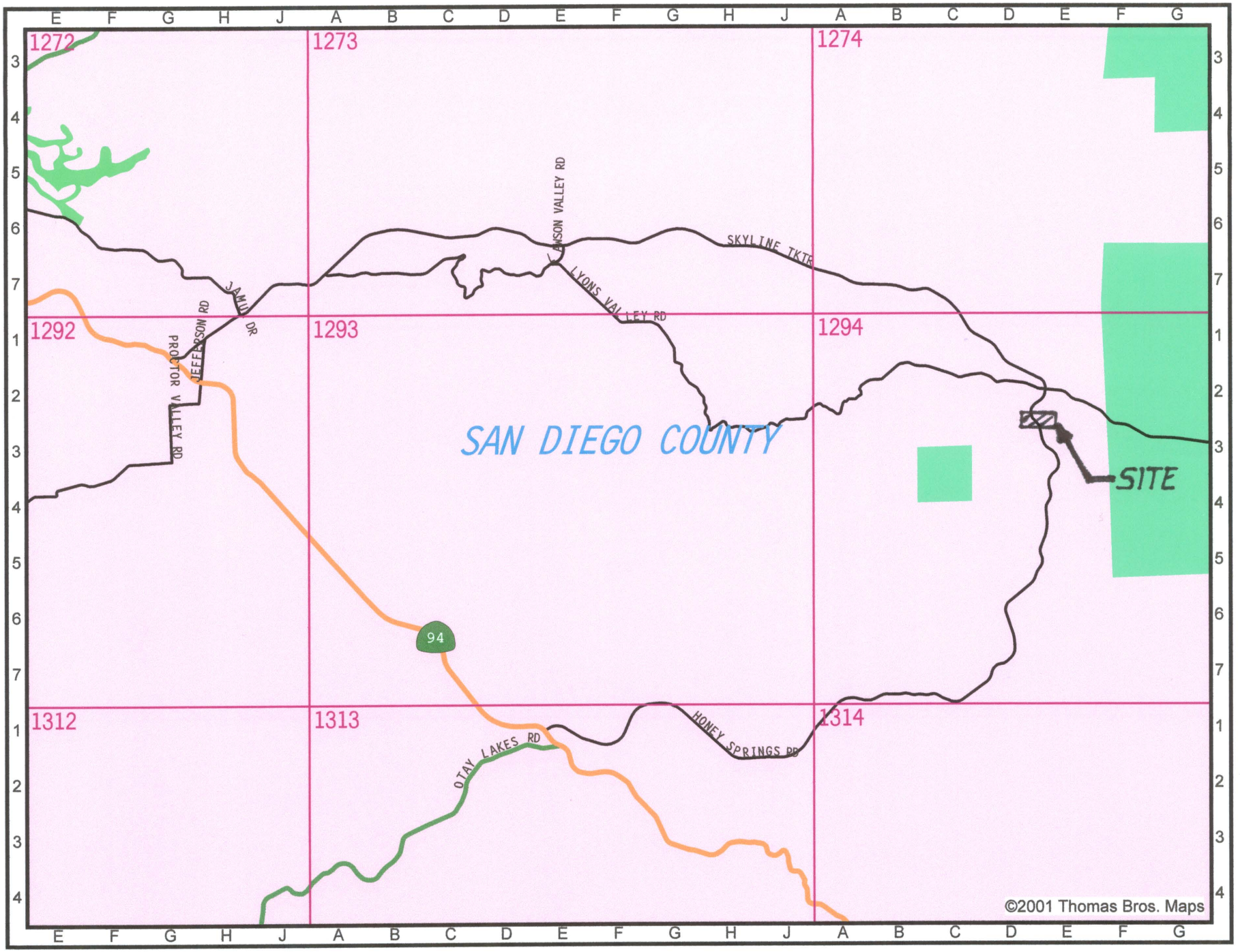
Lbs./Acres	**Species**
2.00	Baileya multiradiata
3.00	Oenothera speciosa
4.00	Verbena tenuisecta
6.00	Gazania pixie dwarf white
2.00	Eschscholzia mexicana
3.00	Lobularia maritime Carpet of Snow
4.00	Lobularia maritime Royal Carpet
24.00	Total seed

No additional measures will be required for this project to be unified with the middle and background of the rolling oak woodland setting.



2275 Honey Springs RD: 2275 Honey Springs Rd, Jamul, CA 91935, 1294 D7

REGIONAL VICINITY MAP



THOMAS GUIDE MAP PAGE

San Diego County

Click on an Officially Designated Scenic Highway route shield to view photos of that route.

Legend

101 U.S. 5 Interstate 12 State CR County Road

- Officially Designated State Scenic Highways
- Officially Designated County Scenic Highways
- Officially Designated State Scenic Highway and National Scenic Byway
- Officially Designated State Scenic Highway and All American Road
- Eligible State Scenic Highways — Not Officially Designated
- Unconstructed State Highways Eligible for Scenic Des
- Historic Parkways
- Connecting Federal Highways
- Connecting Federal Highway & National Scenic Byway
- State Highway System

Relevant Links:

Route 75 Information

Route 75 Photo Album

Route 78 Information

Route 78 Photo Album

APPENDIX B

SCENIC HIGHWAY SYSTEM PRIORITY LIST

EXISTING OFFICIAL SCENIC HIGHWAYS

- State Route 78, from the western to the eastern boundary of Anza-Borrego Desert State Park. 18.2 miles.
- State Route 125, from State Route 94 north of Interstate 8. 2.0 miles.

FIRST PRIORITY SCENIC ROUTES

- Highway 101, from Del Mar city limits north to Carlsbad city limits.
- Manchester Avenue, from Highway 101 north to El Camino Real.
- El Camino Real (S11), from Manchester Avenue north to State Route 76 excluding portion within cities of Carlsbad and Oceanside.
- State Route 76, from El Camino Real east to Interstate 15 excluding portion within City of Oceanside.
- State Route 79 from Interstate 8 north to intersection of Sunrise Highway including portion through Cuyamaca State Park.
- Bonita Road, San Miguel, Guajolote and Sweetwater River Roads, (S02126) from I-805 to State Route 94, excluding portion within City of Chula Vista.

SECOND PRIORITY SCENIC ROUTES

- North Santa Fe Avenue and Osborne Street from Oceanside city limits, east to Vista Way.
- Gird Road, Reche, Live Oak Park and Mission Roads from State Route 76 to Interstate 15.
- Tecate Road from Mexican Border, north to State Route 94.
- State Route 76 from East Grade Road, east to State Route 79.
- Telegraph Canyon/Otay Lakes Roads from Chula Vista city limits, east to Proctor Valley Road.
- Via de la Valle, El Escondido, Del Dios (S6) Highway from Highway 101, north to Via Rancho Parkway.
- Interstate 8 from El Cajon city limits to State Route 79.
- Lake Wohlford Road from Valley Center Road, east to Guejito Road.

- State Route 78 from Via Rancho Parkway to State Route 79, excluding portion within City of San Diego.
- Soledad and San Vicente Freeways from San Diego city limits to State Route 67.
- Willow Road and El Monte Road from State Route 67 to the southern end of El Capitan Reservoir.
- Protor Valley Road from Otay Lakes Road to State Route 94.
- State Route 79 and Sunrise Highway from Wynola South to Recreational Parkway.
- Potrero Valley Road from State Route 94 to Potrero County Park.
- Lake Morena Drive from Buckman Springs Road, north to Morena Lake.
- Oak Drive from Lake Morena Drive, north to Buckman Springs Road.

THIRD PRIORITY SCENIC ROUTES

- Interstate 15 from State Route 76, north to Riverside County line.
- Mission Road and Green Valley Road from State Route 76, north and east to Gird Road.
- Otay Lakes Road from Proctor Valley Road, east to State Route 94.
- Honey Springs Road, from State Route 94 to Lyons Valley Road.
- La Costa Boulevard from Interstate 5 to El Camino Real.
- Vista Way, Oransby Street, Gopher Canyon Road, Old Castle Road, Lilac Road and Valley Center Road, from Vista city limits to State Route 76.
- Lake Wohlford Road from Guejito Road, north to Valley Center Road.
- Twin Oaks Valley Road from Gopher Canyon Road to San Marcos city limits.
- Proposed extension of Twin Oaks Valley Road from San Marcos city limits to Camino Del Norte.
- Proposed extension of Camino Del Norte from El Camino Real to Del Dios Highway.
- Via Rancho Parkway from Del Dios Highway to State Route 78 excluding the cities of Escondido and San Diego.
- Bear Valley Road and State Route 78 from Valley Center Road to Via Rancho Parkway.
- State Route 125 from the International Border north to Telegraph Canyon Road.
- Interstate 5, from Carlsbad city limits to San Diego city limits.
- Espola Road from San Diego city limits to Sorrento Freeway.

Visual Analysis Areas

ROBNETT TPM

BDS JOB NO. 01-101

14-Oct-04

PARCEL 1

PARCEL AREA (S.F.)	PARCEL AREA (ACRES)	PAD AREA	DRIVEWAY AREA	ROAD AREA	TOTAL DISTURBED AREA	% OF PARCEL
480,957	11.04	24,092	27,205	21,428	72,725	15.12%

PARCEL 2

PARCEL AREA (S.F.)	PARCEL AREA (ACRES)	PAD AREA	DRIVEWAY AREA	ROAD AREA	TOTAL DISTURBED AREA	% OF PARCEL
475,938	10.93	39,056	46,143	24,951	110,150	23.14%

PARCEL 3

PARCEL AREA (S.F.)	PARCEL AREA (ACRES)	PAD AREA	DRIVEWAY AREA	ROAD AREA	TOTAL DISTURBED AREA	% OF PARCEL
807,872	18.55	24,536	13,612	32,826	70,974	8.79%

PARCEL 4

PARCEL AREA (S.F.)	PARCEL AREA (ACRES)	PAD AREA	DRIVEWAY AREA	ROAD AREA	TOTAL DISTURBED AREA	% OF PARCEL
902,154	20.71	31,876	4,849	3,147	39,872	4.42%

REMAINDER PARCEL

PARCEL AREA (S.F.)	PARCEL AREA (ACRES)	PAD AREA	DRIVEWAY AREA	ROAD AREA	TOTAL DISTURBED AREA	% OF PARCEL
1,070,848	24.58	0	0	11,176	11,176	1.04%

TOTAL:

3,737,769	85.81	119,560	91,809	93,528	304,897	8.16%

528

USGS
science for a changing world

32.682137
-116.76616 Map Extent -116.743286
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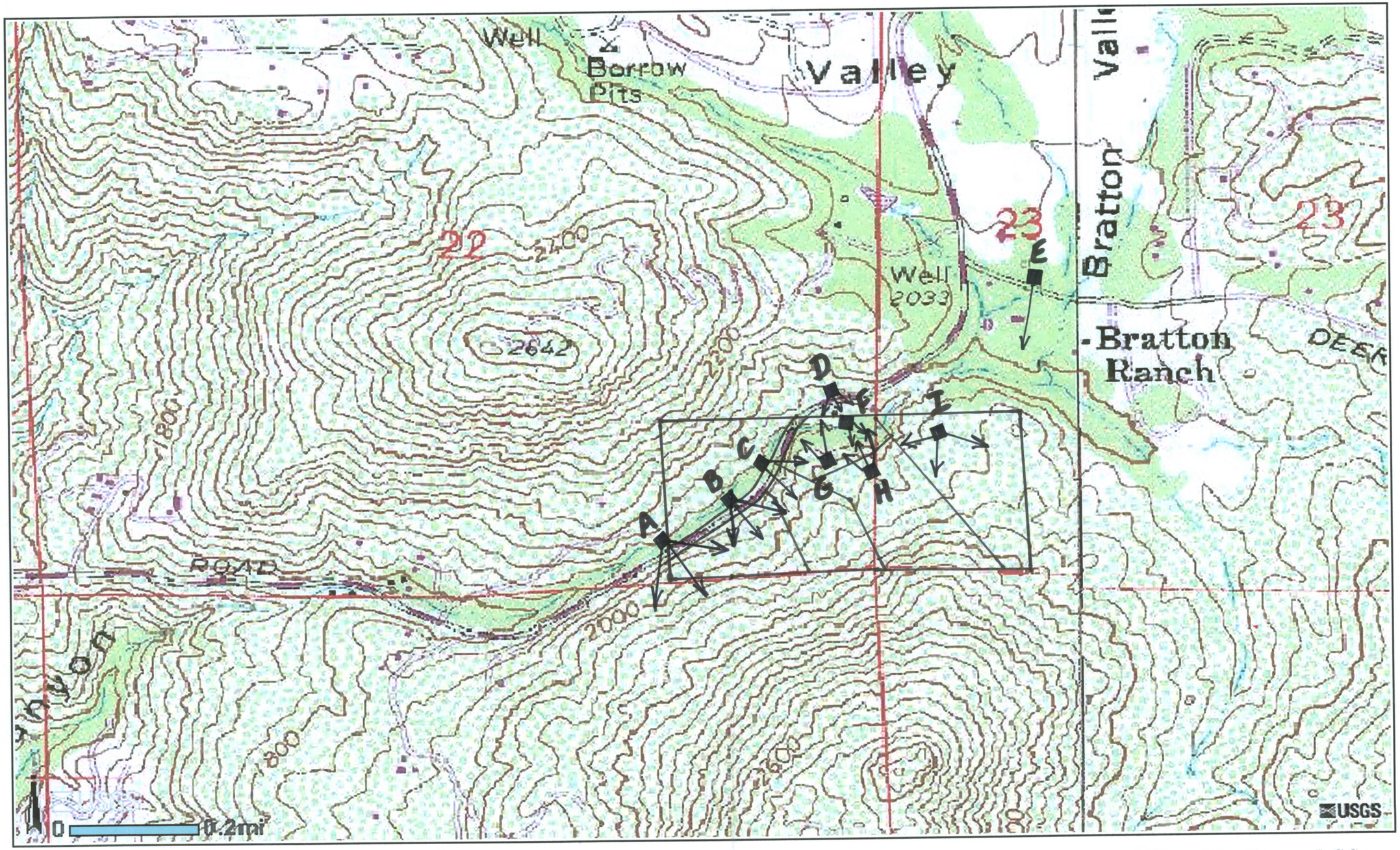
The National Map
http://nmviewogc.cr.usgs.gov/

PHOTO LOCATIONS 8-21-04

Geographic Coordinate System (NAD83)



USGS
science for a changing world

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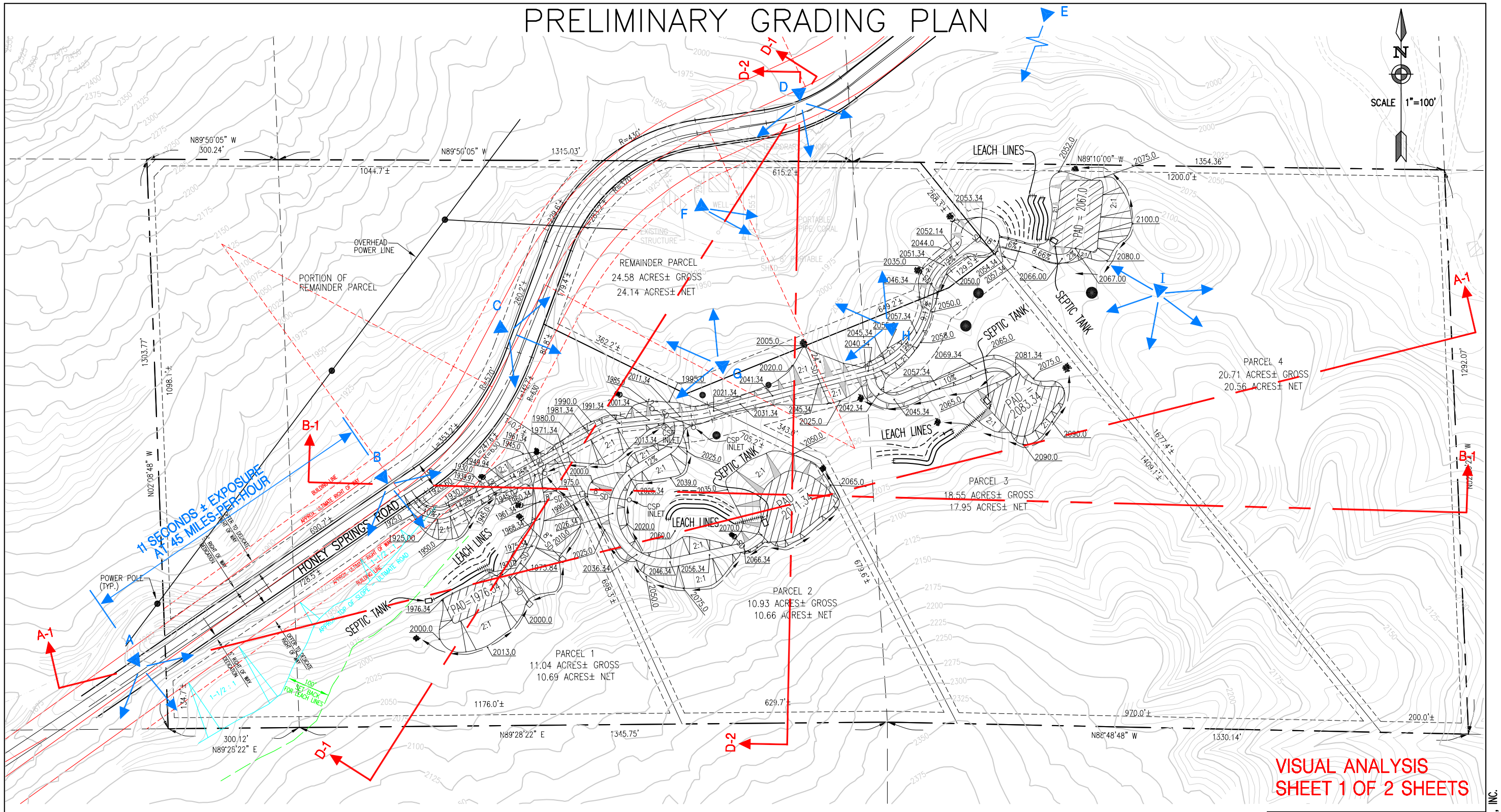
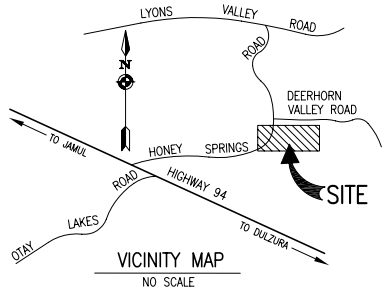
The National Map
http://nmviewogc.cr.usgs.gov/

PHOTO LOCATIONS 8-21-04

Geographic Coordinate System (NAD83)

PRELIMINARY GRADING PLAN





▼ KEY OBSERVATION POINTS 8-21-2004

SEE SHEET NO. 2 FOR CROSS SECTIONS

NOTE:

THESE PLANS ARE NOT FOR CONSTRUCTION.

PRELIMINARY

ENGINEER OF WORK:
BDS ENGINEERING, INC.
CIVIL ENGINEERING
LAND SURVEYING
6859 Federal Boulevard
Lemon Grove, California 91945
(619) 582-4992
DWG. FILE: E:\VISUAL ANALYSIS\PRELIMGRAD-2A W-PHOTOLOC.DWG
JOB NO. 01-101

REGISTERED PROFESSIONAL ENGINEER
GORDON K. AXELSON
43786
EXP. 6-30-2005
CIVIL
STATE OF CALIFORNIA

COUNTY APPROVED CHANGES			
No.	Description	Approved by	Date

PERMITS

REZONE PERMIT NO.
SPECIAL USE PERMIT NO.
TENTATIVE MAP NO.

TEMPORARY BENCH MARK

DESCRIPTION: XXXX
LOCATION: XXXX
RECORD FROM: XXXX
ELEVATION: XX.XX DATUM: MSL

PRIVATE CONTRACT

SHEET 2 | COUNTY OF SAN DIEGO DEPARTMENT OF PUBLIC WORKS | 2 SHEETS

PRELIMINARY GRADING PLANS FOR:
ROBNETT PROPERTY
2273 HONEY SPRINGS ROAD
JAMUL, CA 91935
CALIFORNIA COORDINATE INDEX 182-1839

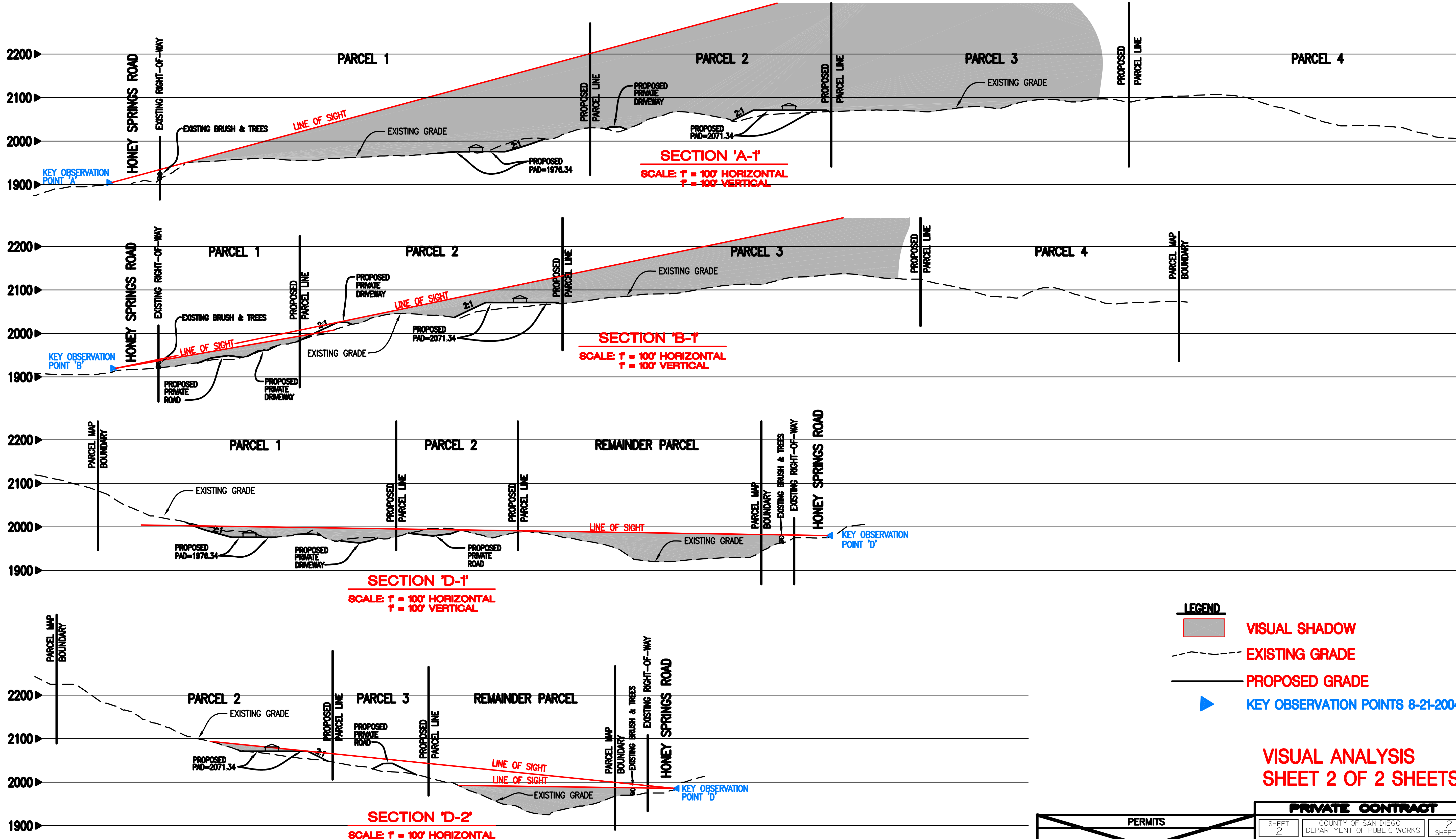
Approved Tom Garibay
DIRECTOR OF PUBLIC WORKS
By:
Date

Engineer of work:
R.C.E. 43786

Grading Permit No.

ENGINEER'S NAME: BDS ENGINEERING, INC.
PHONE NO. (619) 582-4992

FILE NO.



VISUAL ANALYSIS
SHEET 2 OF 2 SHEETS

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BDS ENGINEERING, INC.
CIVIL ENGINEERING
LAND SURVEYING
6859 Federal Boulevard
Lemon Grove, California 91945
(619) 582-4992
DWG. FILE: E:\VISUAL ANALYSIS\SECTIONS.DWG
JOB NO. 01-101

REGISTERED PROFESSIONAL ENGINEER GORDON K. AXELSON 43786 EXP. 6-30-2005 CIVIL STATE OF CALIFORNIA

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No.	Description	Approved by	Date

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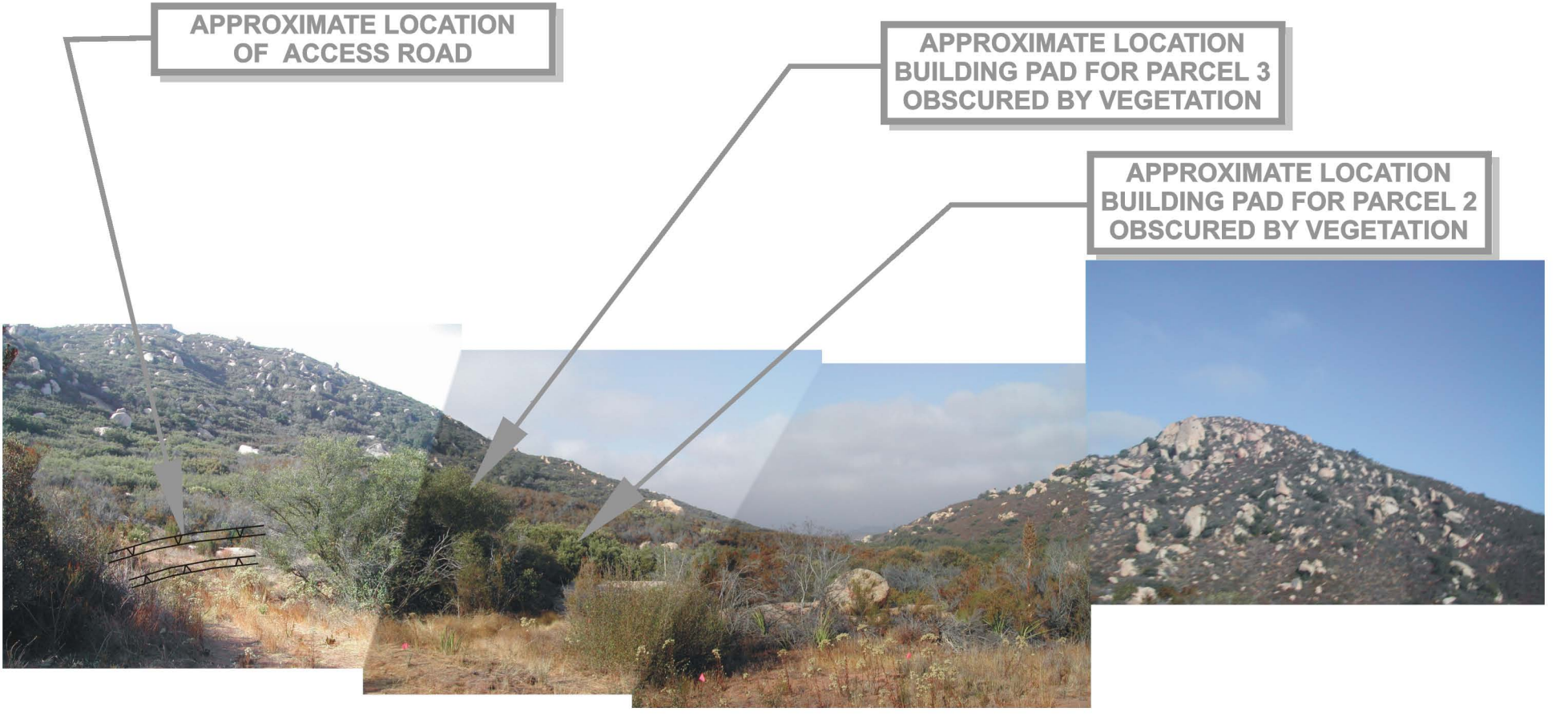
Approved Tom Garibay Director of Public Works
By:
Date
Engineer of work:
R.C.E. 43786
Grading Permit No.

BDS ENGINEERING, INC.
(619) 582-4992
ENGINEER'S NAME
PHONE NO.
FILE NO.

Key Observation Point 'H'

BDS JOB NO. 01-101

ROBNETT TPM 20726 RPL



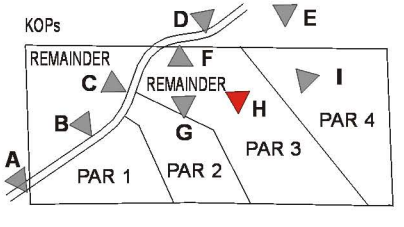


PHOTO DATE: AUGUST 21, 2004

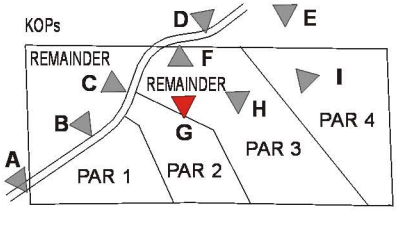
LOOKING WESTERLY

Key Observation Point 'G'

BDS JOB NO. 01-101

ROBNETT TPM 20726 RPL

DISTURBED PORTION OF SITE
IS BEHIND THIS
OBSERVATION POINT



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LOOKING WESTERLY

Key Observation Point 'F'

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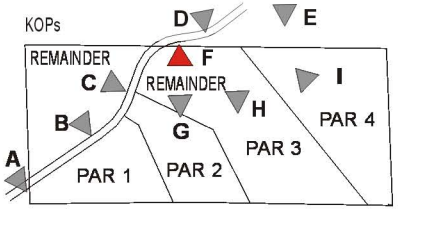
ROBNETT TPM 20726 RPL



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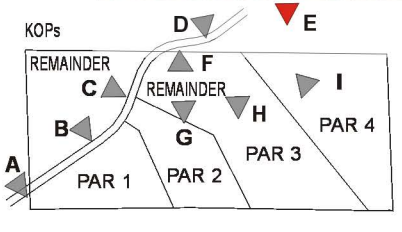
LOOKING SOUTHEASTERLY

Key Observation Point 'E'

BDS JOB NO. 01-101

ROBNETT TPM 20726 RPL



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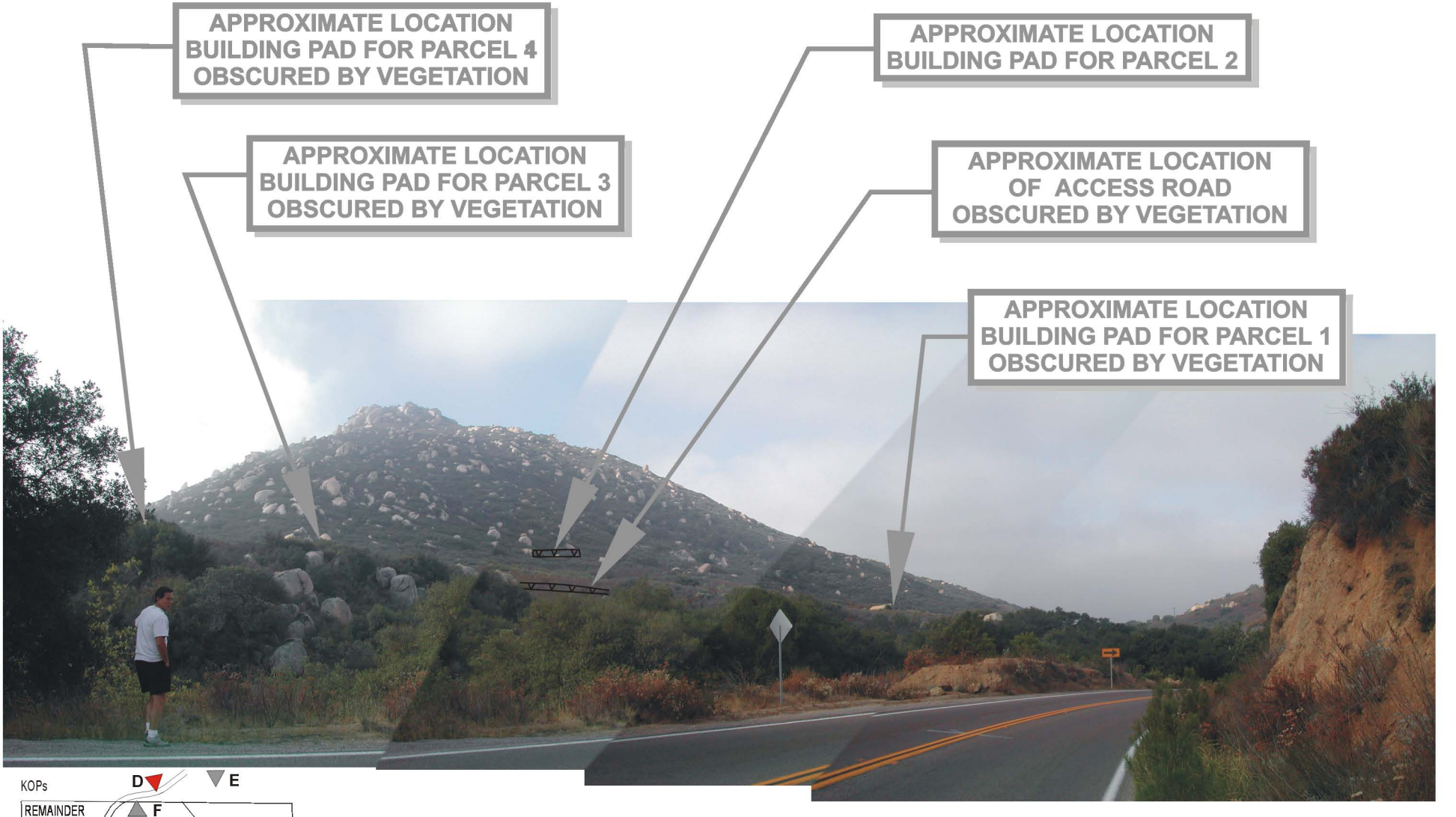
LOOKING SOUTHERLY

Key Observation Point 'D'

BDS JOB NO. 01-101

ROBNETT TPM 20726 RPL



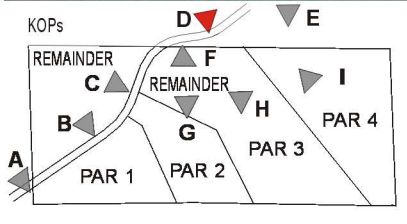


PHOTO DATE: AUGUST 21, 2004

LOOKING SOUTHEASTERLY

Key Observation Point 'C'

BDS JOB NO. 01-101

ROBNETT TPM 20726 RPL

APPROXIMATE LOCATION PRIVATE DRIVEWAY FOR PARCEL 1

APPROXIMATE LOCATION BUILDING PAD FOR PARCEL 1 OBSCURED BY VEGETATION

APPROXIMATE LOCATION OF ACCESS ROAD OBSCURED BY VEGETATION

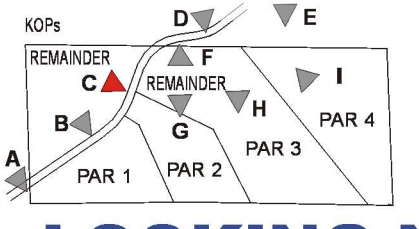


PHOTO DATE: AUGUST 21, 2004

LOOKING NORTHEASTERLY, EAST AND SOUTHERLY

Key Observation Point 'B'

BDS JOB NO. 01-101

ROBNETT TPM 20726 RPL

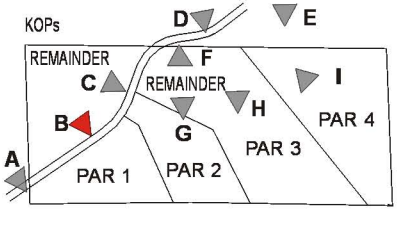


PHOTO DATE: AUGUST 21, 2004

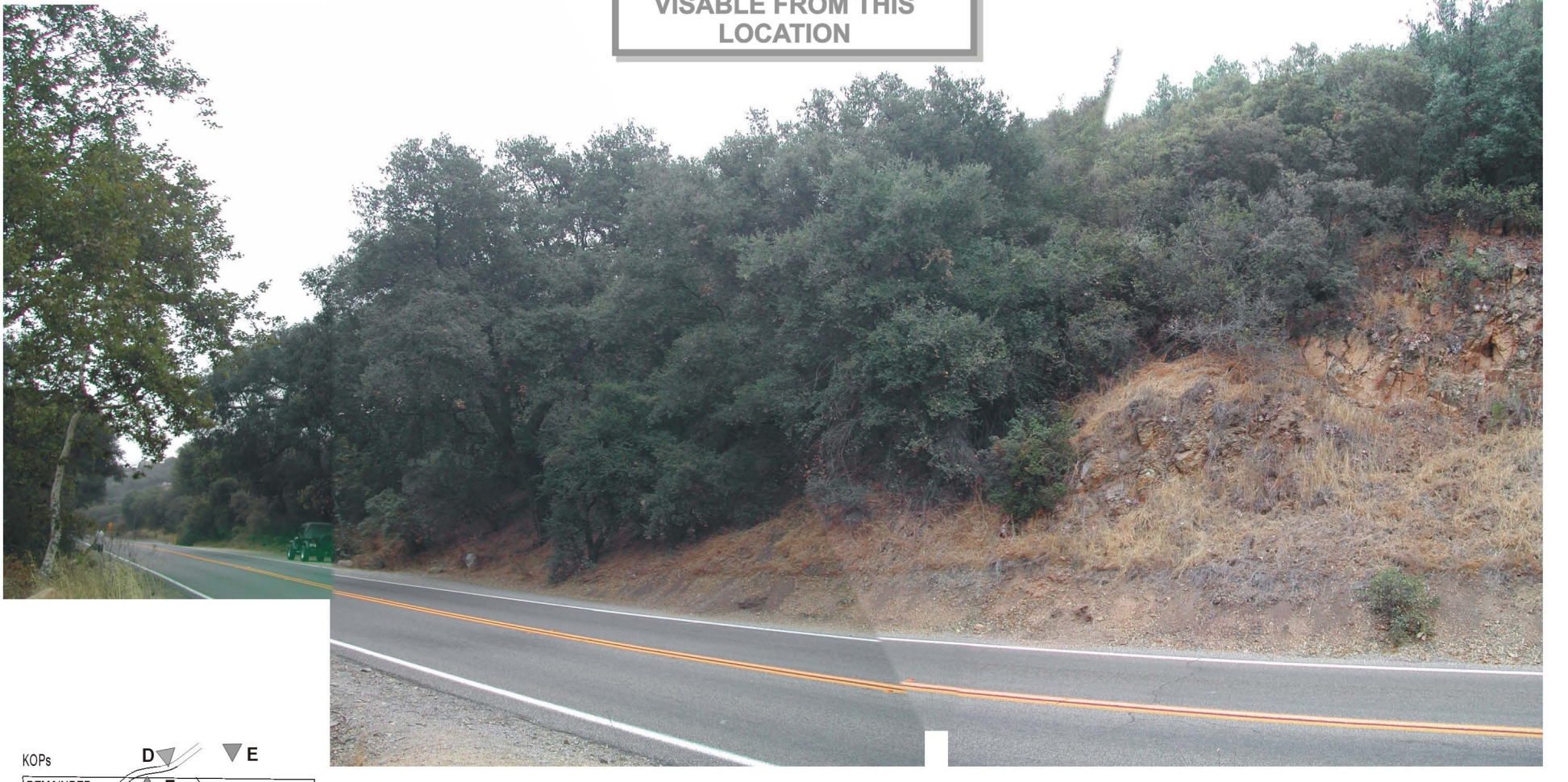
LOOKING NORTHEASTERLY, EAST AND SOUTHERLY

Key Observation Point 'A'

BDS JOB NO. 01-101

ROBNETT TPM 20726 RPL

PROJECT SITE NOT VISABLE FROM THIS LOCATION



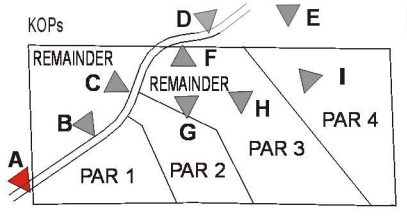


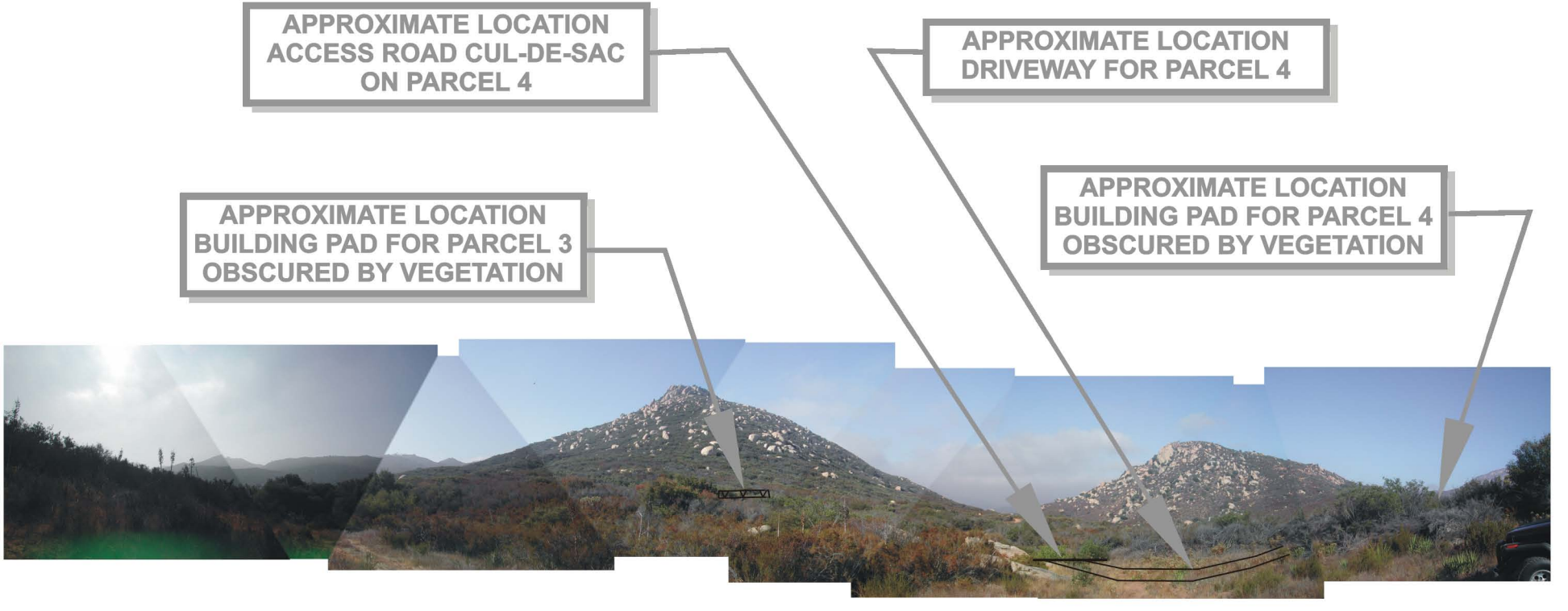
PHOTO DATE: AUGUST 21, 2004

LOOKING NORTHEASTERLY

Key Observation Point 'I'

BDS JOB NO. 01-101

ROBNETT TPM 20726 RPL



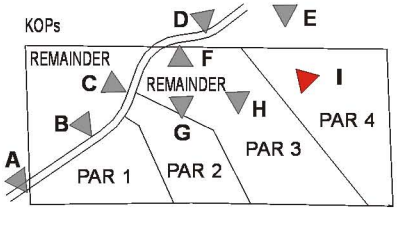


PHOTO DATE: AUGUST 21, 2004

LOOKING EAST, SOUTH AND WEST

15.0- GLOSSARY OF TERMS

Contrast: The effect of a striking difference in form, line, color, or texture of a landscape's features.

Cultural Modifications: Any man-made change in land, water form, or vegetation; the addition of a structure which creates a visual contrast to the natural character of a landscape. A negative cultural modification is disharmonious with the existing scenery. A positive cultural modification can actually complement and improve a particular scene by adding variety and harmony.

Distance Zones: areas of landscape denoted by specified distances from the observer and used as a frame of reference to discuss landscape characteristics or management activities. These include:

- Foreground: the limit of this zone is based on the distances at which details can be perceived. Normally in foreground views, the individual boughs of trees form texture. It will usually be limited to areas within ¼ to ½ mile of the observer.
- Middle ground: this distance extends from the foreground zone to 3 to 5 miles from the observer. Texture normally is characterized by the masses of trees in stands of uniform tree cover. Individual tree forms are usually not discernible except in very open or sparse stands.
- Background this zone extends from middle ground to infinity. Texture in stands of uniform tree cover is generally very weak or non-existent.

Intactness: The integrity of visual order in the natural and built landscape, and the extent to which the landscape is free from visual encroachment.

KOP: Key observation point. This is a designator used in the field of visual resource assessment to identify viewpoints of public significance within a given region. This is not a formal term used by the County of San Diego.

Relative Size or Scale: The contrast created by the project's overall size in relation to its immediate surroundings.

Scenic Quality: the overall impression retained after driving through, walking through, or flying over an area of land.

Sensitivity: A particular degree of measure of viewer interest in the scenic qualities of the landscape.

Unity: The degree to which the visual resources of the landscape join together to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony or inter-capability between landscape elements.

Viewshed: typically refers to the visual qualitative of the geographical area that is defined by the topography and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of the area.

Visual Absorption Capability: the ability of existing vegetation, soil color, and topography individually or working in unison, to camouflage buildings, parking areas, utility lines and other cultural modifications.

Vividness: The “memorability” of the visual impression received from contrasting landscape elements as they combine to form a striking and distinctive visual pattern.

16.0- SIGNATORY PAGE

BDS Engineering, Inc.

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Date 10/25/04